

INTRODUCTION

The New Hampshire Department of Transportation (NHDOT) owns Skyhaven Airport, which is situated on 195+/- acres in Rochester, NH. Skyhaven Airport is designated by the NHDOT and the Federal Aviation Administration (FAA) as a general aviation airport, which means that it accommodates general aviation aircraft and does not have scheduled passenger or cargo airline service.

Skyhaven Airport, Rochester, NH



Photo taken by Eastern Topographics, Summer 2008. Not to Scale.

Skyhaven Airport is included in both the NH State Airport System Plan as well as the FAA's National Plan of Integrated Airport Systems (NPIAS - see Appendix C), and is eligible for both state and federal airport improvement grants.

The last Airport Master Plan Update (AMPU) was prepared by Hoyle, Tanner & Associates in 2001, which analyzed airport facilities, projected future aviation activity, and presented a number of recommendations, as shown below. The existing status of each recommendation/project as of October 2008 is shown in parentheses.

2001 AMPU Recommendations (Project Status as of Fall 2008)

<p>PHASE 1 (YEARS 1 – 5)</p> <ul style="list-style-type: none"> • Remove/replace obstruction light poles (completed) • Construct snow removal equipment (SRE) building (completed) • Construct vehicle parking lot adjacent to SRE building (to be completed) • Construct new access road from Route 108 to new SRE building (to be completed) • Tie airport into sewer line extension along Route 108 (to be completed) • Prepare environmental assessment (EA) for airport development program (completed) • Expand apron area and construct new hangars (to be completed) • Extend Taxiway A to existing Runway 15 end (completed) • Obtain wetlands mitigation easements (completed)
<p>PHASE 2 (YEARS 6 – 10)</p> <ul style="list-style-type: none"> • Reconfigure Taxiway A to full length parallel (to be completed) • Construct conventional hangar & parking apron in southeast quadrant (to be completed) • Construct second conventional hangar (to be completed) • Reconfigure access to new conventional hangars & add auto parking (to be completed) • Reconfigure existing aircraft tie-down apron (to be completed) • Obtain additional snow removal equipment (to be completed) • Construct tie-down aprons (to be completed) • Construct pole hangar (to be completed)
<p>PHASE 3 (YEARS 11 – 20)</p> <ul style="list-style-type: none"> • Obstruction clearance – Runway 33 (to be completed)¹ • Extend Runway 33 by 500 feet & associated safety area + Taxiway A (to be completed)¹ • Extend Runway 15 by 500 feet & associated safety area + Taxiway A (to be completed)¹ • Erect wind sock at 15 end (to be completed) • Relocate segmented circle & lighted windsock (completed) • Construct new T-hangars & apron (to be completed) • Extend apron & construct new T-hangars (to be completed)
<p>Source: Skyhaven Airport Master Plan Update, Rochester, NH, prepared by Hoyle Tanner & Associates, 2001</p> <p><u>Footnote</u></p> <p>1. The 2001 AMPU recommended these projects under the High Growth Scenario only.</p>

The NHDOT undertook this Airport Master Plan Update in 2008 to analyze a number of specific objectives:

1. Re-examine the justification for the recommended runway extension based on current conditions in the general aviation market and activity levels at Skyhaven Airport. The 2001 Airport Master Plan Update (AMPU) recommended that the runway be extended only if the High Growth forecast levels were realized.
2. If a runway extension is warranted, determine when and whether it should be implemented in the manner recommended in the 2001 Master Plan Update (i.e. extend each runway end by 500 feet) or if there are alternative layouts that would achieve the 1,000-foot extension with less environmental impact.
3. Analyze the potential benefits of the FAA publishing a new and more precise global positioning system (GPS) instrument approach to Runway 33, known as an LPV (localizer performance with vertical guidance) approach. This analysis includes identifying objects underlying the imaginary surfaces of the approach procedure, and what the potential approach minimums might be.
4. Update the wetlands boundary map on airport property to serve as the basis for analyzing possible impacts on wetlands.
5. Update the Stormwater Pollution Prevention Plan (SWPPP) to be consistent with the latest regulations adopted by the U.S. Environmental Protection Agency (EPA).

The 2008 AMPU has a variety of specific tasks supporting these objectives that include a current inventory, forecasts of demand, airport facility requirements, alternatives analysis, environmental conditions, airport layout plan, capital improvement program, update to the stormwater pollution prevention plan (SWPPP) and best management practices, as well as a public outreach program. The 2008 AMPU started in August 2008 and is scheduled to be completed by June 2009.

The 2008 AMPU is funded by the NHDOT and the FAA. The Skyhaven Airport Operation Commission (SAOC) serves as the advisory committee for the 2008 AMPU. In addition, public information meetings are also being held.